

Pilot Travel Center and 101 Truck and Auto Wash would either be eliminated or made inaccessible if a 99th Avenue alignment is selected. Also, Gateway Pavilions, a thriving 600,000 SF Power Center in the immediate vicinity would be adversely affected.

The proposed connection could also make the AZ Tile project unfeasible. AZ Tile has proposed to build a 270,000 SF retail center at the SWC of 99th and McDowell. This project has attracted national attention and would create a significant amount of new jobs.

Industrial Market

Industrial space is not yet a major component of the Avondale economy, yet there are over 400 acres set aside for this use, most would be negatively affected by any of the 99th Avenue alignments. There is less than 25,000 SF of industrial space; rents are between \$.45-1.05 PSF, with relatively no vacancy. Regional estimates call for about 50,000-100,000 SF multi-tenant new space to catch up with the significant pent up demand.

The Interstate Commerce Park, 40 acres slated for light industrial-type uses, on 99th Avenue, is filling up with new users. Cummin’s Diesel is considering building a \$10 million facility needing at least 100 employees, averaging \$55,000/ year. 99th Avenue Alternatives E, F, and G could render this commerce park virtually inaccessible.

Office Market

There is approximately 375,000 square feet of office space planned or completed in Avondale, of which an overwhelming majority is in the I-10 Corridor. Currently this area has a vacancy rate far below the regional average. Median Class A rent ranges between \$18-28 PSF; Office land prices average \$3-12 PSF and building costs range \$70-200 PSF. The current inventory, however, does not come close to meeting the future demand. Two new West Valley hospitals are creating the need for more medical office space. With little developable land to meet these growing needs, the I-10 Corridor, as it exists today, may not have enough developable land to satisfy the demand.

Residential Market

Avondale is one of the Valley’s fastest growing communities and expects to continue to experience rapid residential, commercial and industrial development. The balance between jobs, housing, and services is key to ensure long-term community viability. With 27,041 housing units in the planning stages and issue approximately 2,000 housing permits annually, the need to attract quality employment opportunities for the City’s residents has never been greater.

Just over 91% of Avondale’s 15,729 housing units are single-family homes. Values primarily range between \$120,000 and \$250,000; new units sell for an average of about \$150,000. Median rents range from about \$500 to \$1,100; rents are comparable to regional averages.

Market Summary

Middle-income households have and will continue to move to Avondale and surrounding areas, and there is an untapped potential for higher income residents. New retail establishments will want to follow household migration/ growth. As it stands, there is barely sufficient office space and land to build upon to meet the current and future demand.

All projects that have been targeted, marketed, and located in the City of Avondale for their sales tax contributions, which go to fund everything from general government to police and fire, are threatened by these alternatives. South of Interstate 10 consists of land that has been allocated in the general plan for employment uses. This collection of properties is the largest area of open land within the

City’s jurisdiction for job creation. When developed, this area will greatly strengthen Avondale’s commercial tax base, and provide the community with its greatest remaining opportunity to affect positive change in the pursuit of a more memorable, sustainable, livable, and fiscally sound future.

The City of Avondale has taken a proactive approach to ensuring that growth and development meet a quality standard set by the community. The community recognizes the need to continue to diversify its local economic base to meet and support the growing needs of current and future residents, and understands the challenge of Phoenix’s rapid growth being met with new roads, freeways, and traffic management solutions. Actual and potential economic impacts of each alignment should be studied in detail to ascertain the most cost-effective, non-intrusive option for all communities involved, ensuring that quality economic development initiatives are preserved during times of economic volatility. It is the opinion of Avondale Economic Development staff that a 99th Avenue alignment would deliver a devastating blow to the area’s economy that a recovery, in all markets, would be difficult, if not impossible to overcome.

RESOLUTION NO. 2554-306

A RESOLUTION OF THE COUNCIL OF THE CITY OF AVONDALE, ARIZONA, SUPPORTING THE PROPOSED ALIGNMENT OF THE SOUTH MOUNTAIN FREEWAY ALONG 55TH AVENUE.

WHEREAS, the City of Avondale (the “City”) has been presented with information by the Arizona Department of Transportation (“ADOT”) and its consultants, HDR Engineering, Inc. (“HDR”), regarding various alignments of the planned South Mountain Freeway, including proposed alignments that would connect the South Mountain Freeway with Interstate 10 at its intersection with the Loop 101 Freeway near 99th Avenue in Avondale (the 99th Avenue Alignments”); and

WHEREAS, the Council of the City of Avondale (the “City Council”) is the planning authority for the City and has planned the future of the area around 99th Avenue according to the best interest of the community, which does not include a freeway along 99th Avenue; and

WHEREAS, the citizens of Avondale overwhelmingly approved the 2002 General Plan for the City, clearly indicating a vast majority of business park and light industrial uses along 99th Avenue and specifically not including a freeway; and

WHEREAS, the proposed 99th Avenue Alignments would seriously impact (i) the City’s ability to develop 99th Avenue as a key commercial corridor, as is currently planned, and (ii) newly constructed, high sales tax generating businesses adjacent to 99th Avenue that provide an important revenue stream to the City that funds essential City services; and

WHEREAS, the Regional Transportation Plan adopted by the Maricopa Association of Governments has consistently shown the alignment of the South Mountain Freeway such that it would intersect with Interstate 10 near 55th Avenue (the “55th Avenue Alignment”); and

WHEREAS, the City of Phoenix, the city of Tolleson and the City of Avondale have planned for growth in their respective jurisdictions over the past two decades relying upon the 55th Avenue Alignment.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF AVONDALE as follows:

SECTION 1. That the City hereby adamantly opposes the 99th Avenue Alignments for the South Mountain Freeway.

SECTION 2. That the City hereby supports ADOT moving forward with the 55th Avenue Alignment as included in the adopted Maricopa Association of Governments Regional Transportation Plan.

PASSED AND ADOPTED by the Council of the City of Avondale, March 20, 2006.

Marie Lopez-Rogers, Mayor

ATTEST:

Linda M. Farris, City Clerk

APPROVED AS TO FORM:

Andrew J. McGuire, City Attorney



City of
Avondale

Administration

11465 W. Civic Center Drive, Suite 220
Avondale, Arizona 85323-6806
Phone: (623) 478-3001
Fax: (623) 478-3802
Website: www.avondale.org

May 16, 2006

Mr. Victor Mendez, Director
Arizona Department of Transportation
206 South 17th Avenue
Phoenix, AZ 85007

Re: South Mountain Freeway Corridor Study, Economic Impacts

Dear Mr. Mendez:

Thank you for meeting with Mayor Lopez-Rogers and our staff on May 1, 2006 to share the Citizens Advisory Team's recommendation on the alignment and your department's plans for the finalization of the South Mountain Freeway Corridor Study. The information was informative and greatly appreciated. During the meeting we expressed our concern regarding the level of economic impact analysis that will be incorporated into the study.

The Avondale City Council has adopted three resolutions regarding alignments proposed in this study: 1) opposed to the 105th Avenue alignment; 2) opposed to any alignment on 99th Avenue; and 3) in support of the 55th Avenue alignment. This letter should not be interpreted as an indication that the City of Avondale will support any alignment other than 55th Avenue.

City staff has been frustrated by the lack of data that demonstrates the economic impact to our City's businesses due to the various proposed alternatives such as 1) the elimination of access to/from McDowell Road; 2) the potential elimination of Dealer Driver between 99th Avenue and 107th Avenue; the loss of Gateway Chevrolet due to significant loss of auto display area; and 4) the overall loss of freeway visibility of the AutoMall due to the magnitude and proximity of the "Full Reconstruct" interchange with I-10.

We have been informed that Federal requirements limit the analysis of economic impacts to direct impacts due to property acquisition. Such losses include property tax and sales tax produced by the property acquired. We were also told that impacts such as those described in the previous paragraph are speculative and cannot be included in the study. I am sure you can understand the City of Avondale's position that the true impacts can be much greater than the mere taking of right-of-way.

We respectfully request that the study include a more comprehensive analysis of the economic impact of the proposed alternatives to include loss of freeway access, loss of visibility, and loss of frontage road access.

We also want to express our appreciation for all the support ADOT staff have provided throughout this process. Thank you again for meeting with us earlier this month and for your consideration of this issue. I look forward to discussing this issue further with you or your designee.

Respectfully,

David Fitzhugh
Assistant City Manager

C: Charlie McClendon
Bill Hollins



October 14, 2002

Mr. Chris Voigt, Senior Engineer
Maricopa Association of Governments
302 North 1st Avenue, Suite 300
Phoenix, AZ 85003

RE: SOUTH MOUNTAIN CORRIDOR AND RIO SALADO PARKWAY

Dear Mr. Voigt:

The Cities of Phoenix, Goodyear, Avondale, and Tolleson (Cities) express their support for the South Mountain Corridor (SR 202) route that utilizes the currently adopted alignment to connect to Interstate 10 (I-10) instead of a westerly alignment going through Avondale or Tolleson to connect to I-10.

In addition, we want to propose a Rio Salado Parkway parallel to the Salt River as an I-10 reliever route. This Parkway would extend from 7th Street to SR 202 on the south side of the river. West of SR 202 it would cross to the north side of the river and use the Southern Avenue alignment which has no major home developments (parallel to and north of the Salt River) to connect to Loop 303.

The Cities are pleased to work in partnership with Maricopa Association of Governments and other contributing entities and will be more than happy to facilitate an exchange of information to continue this project to a successful completion. If you have any questions, please contact my office at (623) 882-7061.

Sincerely,

CITY OF GOODYEAR

Grant I. Anderson, P.E.
Deputy City Manager

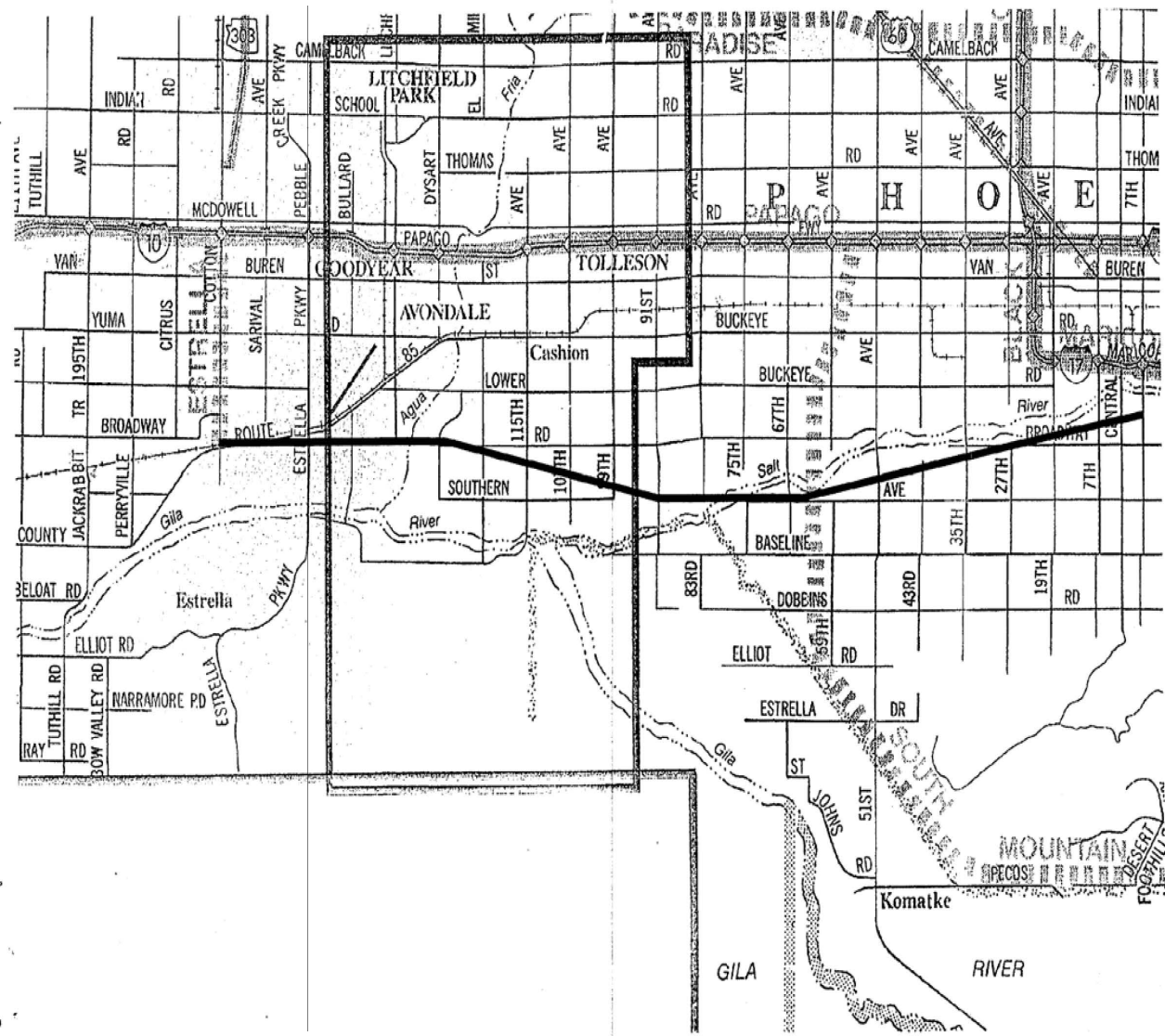
LN:ln:mag-southmtncorridor

cc: Victor Mendez, Director, Arizona Department of Transportation (ADOT)
Dick Wright, State Engineer, Intermodal Transportation Division, ADOT
Todd Hileman, City Manager, City of Avondale
Tom Callow, Street Transportation Director, City of Phoenix
Reyes Medrano, Jr., Assistant City Manager, City of Tolleson
Reading File

Proud past. Vibrant future!

Deputy City Manager's Office
190 North Litchfield Road P.O. Box 5100 Goodyear, Arizona 85338
623-882-7061 Fax 623-882-7063 1-800-872-1749 TDD 623-932-6500
www.ci.goodyear.az.us

Proposed Rio Salado Parkway West Route



CITY OF LITCHFIELD PARK

RESOLUTION NO. 06-228

A RESOLUTION OF THE MAYOR AND COMMON COUNCIL OF THE CITY OF LITCHFIELD PARK, MARICOPA COUNTY, ARIZONA, SUPPORTING THE PROPOSED ALIGNMENT OF THE SOUTH MOUNTAIN FREEWAY ALONG 55TH AVENUE.

WHEREAS, the City of Litchfield Park (the “City”) has been presented with information by the Arizona Department of Transportation (“ADOT”) and its consultants, HDR Engineering, Inc. (“HDR”), regarding various alignments of the planned South Mountain Freeway, including proposed alignments that would connect the South Mountain Freeway with Interstate 10 at its intersection with the Loop 101 Freeway near 99th Avenue in Avondale (the 99th Avenue Alignments”); and

WHEREAS, the proposed 99th Avenue Alignments would seriously impact (i) the City of Avondale’s ability to develop 99th Avenue as a key commercial corridor, as is currently planned, and (ii) newly constructed, high sales tax generating businesses adjacent to 99th Avenue that provide an important revenue stream to the City that funds essential City services; and

WHEREAS, the Regional Transportation Plan adopted by the Maricopa Association of Governments has consistently shown the alignment of the South Mountain Freeway such that it would intersect with Interstate 10 near 55th Avenue (the “55th Avenue Alignment”); and

WHEREAS, the City of Phoenix, the City of Tolleson and the City of Avondale have planned for growth in their respective jurisdictions over the past two decades relying upon the 55th Avenue Alignment.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF LITCHFIELD PARK as follows:

SECTION 1. That the City hereby adamantly opposes the 99th Avenue Alignments for the South Mountain Freeway.

SECTION 2. That the City of Litchfield Park hereby supports ADOT moving forward with the 55th Avenue Alignment as included in the adopted Maricopa Association of Governments Regional Transportation Plan.

PASSED AND ADOPTED by the Council of the City of Litchfield Park, April _____, 2006.

ATTEST:

J. Woodfin Thomas, Mayor

Mary Rose Evans, City Clerk

APPROVED AS TO FORM:

Curtis, Goodwin, Sullivan, Udall & Schwab, P.L.C.
City Attorneys
By Susan D. Goodwin



October 13, 1989

Mr. Charlie Miller
Director, Arizona Department of Transportation
206 South 17th Avenue
Phoenix, AZ 85007

125 East Washington
Phoenix, Arizona 8
602-262-6284

Dear Mr. Miller:

RE: 7th Avenue Interchange at the South Mountain Freeway

The Foothills Development, located north of Pecos Road between 24th Street and 19th Avenue, is currently revising its Master Street Plan for Phase III, which has been purchased by UDC Homes. UDC representatives have requested that the City allow UDC to eliminate the potential freeway connection to Pecos Road at the future 7th Avenue interchange with South Mountain Freeway from the Master Street Plan.

The land uses currently planned in the vicinity north of the freeway indicate that an interchange may not be essential at this location. The Indian Tribe to the south of the freeway has also indicated (in a letter to Larry Landry, representing UDC) that the 7th Avenue interchange is not imperative to the development of their lands. We therefore request that ADOT remove the proposed 7th Avenue interchange at the South Mountain Freeway from its plans:

Please review this request, and inform us when you have reached your decision. We will ask UDC to show a potential freeway connection at 7th Avenue until ADOT confirms that the interchange will be removed from the plans. For your information, UDC has been informed that right-of-way, as specified by ADOT, will need to be dedicated where ADOT has not already purchased land for the freeway.

Thank you for your cooperation and assistance in this matter.

Sincerely,

James H. Matteson, P.E.
Street Transportation Director

JHM:TSH:kmg

cc George Flores
Ronald N. Short



December 12, 1989

Mr. Rosendo Gutierrez
Urban Highway Engineer
Arizona Department of Transportation
Highway Division
206 South Seventeenth Avenue
Phoenix, AZ 85007

125 East Washington S
Phoenix, Arizona 8500-
602-262-6284

Dear Mr. Gutierrez:

This is in response to your October 30, 1989 letter, and subsequent conversation with Tijana Stojic Hamilton regarding South Mountain Freeway issues in the vicinity of the Foothills Development.

The City has requested that ADOT review the feasibility of eliminating the proposed interchange at 7th Avenue and South Mountain Freeway (letter to Charlie Miller, October 11, 1989). This was done at the request of UDC Homes, developers of Phase III of The Foothills. Based on previous conversations with ADOT staff, the City has informed UDC representatives that ADOT will be requiring dedication of additional right-of-way at the 7th Avenue interchange alignment. We also indicated, through comments on revisions to their Master Street Plan, that if ADOT allows the relocation of the 19th Avenue, additional right-of-way may be required there also. UDC has been informed that all negotiations regarding this, or any other issues impacting the South Mountain Freeway, should be with ADOT.

Subsequent to the receipt of your letter, UDC has also been informed of your requirement for a letter to the Arizona Department of Transportation from the Gila River Indian Community indicating their position on the 7th Avenue interchange. UDC representatives have informed us that attempts toward obtaining this letter are being made.

Please inform us when ADOT and UDC Homes have reached an agreement as to the 19th Avenue Interchange relocation and 7th Avenue Interchange elimination issues. As you know, we are holding up UDC-Foothills Phase III Master Street Plan pending resolution of these issues.

Thank you for your cooperation and prompt response in this matter.

Sincerely,

James H. Matteson, P.E.
Street Transportation Director

JHM:TSH:pj:194

c: Larry Landry
Dave Richert
Jon Wendt



June 5, 2000

Mr. Terry Max Johnson
Transportation Manager
Maricopa Association of Governments
302 North 1st Avenue, Suite 300
Phoenix, Arizona 850003

Dear Mr. Johnson:

This is in response to your May 31 memo concerning recommended actions in the South Mountain corridor.

The City's position is that right-of-way should be actively purchased along undeveloped segments of the corridor using the programmed funds, i.e. the \$85 million. This would be a more aggressive approach than simply protective right-of-way purchase, and may require a different split of programmed funds between design, right-of-way, and construction than is currently shown in the program.

As a practical matter, right-of-way purchase would focus on the segment of the corridor from south of Van Buren Street to 51st Avenue and the GRIC boundary.

The City agrees with the recommendation to include \$6 million for an EIS and DCR. These documents would cover the entire corridor from I-10 West to I-10 South.

Sincerely,


Thomas E. Callow, P.E.
Street Transportation Director

C:\OFFICE\WPWIN\WPDOS\0621ltr.doc

- c: Mr. Fairbanks
Mr. Tevlin
Mr. Nordvold
Mr. Herp
Mr. Godbee

Terry Johnson

From: Roger Herzog - MCDOTX [RogerHerzog@mail.maricopa.gov]
Sent: Monday, June 05, 2000 2:26 PM
To: 'Terry Johnson'
Cc: Mike Sabatini - MCDOTX
Subject: Comments on South Mountain Stakeholders Group Memo

Max,

Mike Sabatini and I discussed your South Mountain Stakeholders memo of May 31, 2000. Here are a few comments/questions:

- * Will \$5.0 million per year for right-of-way protection be adequate to cover the South Mountain Corridor, as well as the rest of the regional freeway system?
- * We were somewhat surprised to see no mention of the group's discussion of shifting the \$85 million to the north-south leg. If we are reading the memo correctly, this issue would not be addressed until after the EIS and Design Concept Report are completed, which could be three years in the future. Could that slow progress on completion of the corridor?

Thanks for the opportunity to comment. Rog



City of Phoenix

To: City Jurisdictions
Date: May 23, 2001
From: Joy A. Mee, AICP
Assistant Planning Director
Subject: AMENDMENT TO THE GENERAL PLAN FOR PHOENIX

Attached for your review is the following amendment to the General Plan for Phoenix:

VILLAGE: LAVEEN

1. Application: GPA-LV-1-01-7
From: Commerce Park
To: Mixed Use--Commercial/Commerce Park
Acreage: 288.17 +/-
Location: Generally located south of South Mountain Avenue on the North, Elliot Road on the South, 63rd Avenue on the West, and 59th Avenue on the East (excluding the Core and the parcel just south of South Mountain Avenue and west of the proposed freeway).
Proposal: To add land use flexibility surrounding the Laveen Core.
Applicant: City of Phoenix Planning Commission
Representative: Kevin McAndrews w/L.E.A.D.S.
First Planning Commission Hearing: 6/27/01
Second Planning Commission Hearing: 7/25/01

The first hearing before the Planning Commission is scheduled for June 27, 2001. Please review the enclosed application and forward your comments to me by **June 13, 2001**.

Should you have any questions, concerns, or changes to any mailing information, please contact the Planning Department at 262-6882.

Attachments

ENHANCED NOTIFICATION
PROCEDURE
REQUEST FOR COMMENT FORM

Today's Date: 5/23/00
Case Number: GPA-LV-1-01-7
Deadline for commenting jurisdiction to submit comments: 6/13/01
Date for response to comment: 6/27/01
First Hearing date for project: 6/27/01

COMMENTING JURISDICTION: In accordance with the Enhanced Notification Procedure adopted by our community, we are informing you of a project that is being considered by our jurisdiction that may affect your community. Please review the data provided on this project and assess whether it may impact your jurisdiction. If you would like to submit comments, they should be provided by the above noted date, and should specifically address potential impacts. Please keep comments to a maximum of 3 pages. A response to your comments will be provided by the above noted date. **ALL COMMENTS WILL BE REVIEWED AS ADVISORY ONLY - THE HOST JURISDICTION MAINTAINS AUTHORITY TO PROCEED WITH THEIR HEARING SCHEDULE AS NOTED.** If you have any questions or would like additional information, please call the contact person indicated below.

1. Submitting/host jurisdiction: City of Phoenix

2. Contact person: Heidi Drost Phone: 602-256-5657

3. Address or description of location of project: Generally located south of South Mountain Avenue on the North, Elliot Road on the South, 63rd Avenue on the West, and 59th Avenue on the East (excluding the Core and the parcel just south of South Mountain Avenue and west of the proposed freeway).

4. Nature of action requested (general plan amendment, master plan, rezoning, etc.): General Plan Amendment

5. Description of the project. Projected additional A.M./P.M. peak hour vehicle trips: 79088 per day
Number of dwelling units: N/A Non-residential square footage:
Acreage of project: 288.17 +/- Present and proposed land uses:
Existing: Commerce Park Proposed: Mixed Use--Commercial/Commerce Park
Phasing plan for overall project:

6. Current level of service identified in the MAG Congestion Study for the nearest major intersection(s):

7. Distance from the perimeter of the project to the nearest existing or proposed:
freeway - Proposed Loop 202 bisects site at roughly 61st Avenue
road of regional significance -

8. Measures that will be employed to mitigate any traffic impacts caused by the project:
If system related, are these improvements identified in the current MAG Transportation improvement Program?

9. Measures to mitigate other impacts of the proposed development (such as noise, drainage, land use transitions, etc.):

10. How the project supports the host jurisdiction's commitments to implement the air quality plans of the region (trip deduction measures, transit incentives, etc.):
Concentrates retail/employment along freeway corridor

11. Date of any previous communication of this overall project through the Enhanced Notification Procedure:

12. Any other comments on the project (may use reverse side or separate sheet):

Please attach copies of: ☐ A vicinity map, site plan and land use map of project
☐ Any available development impact studies conducted for this area

GENERAL PLAN AMENDMENT

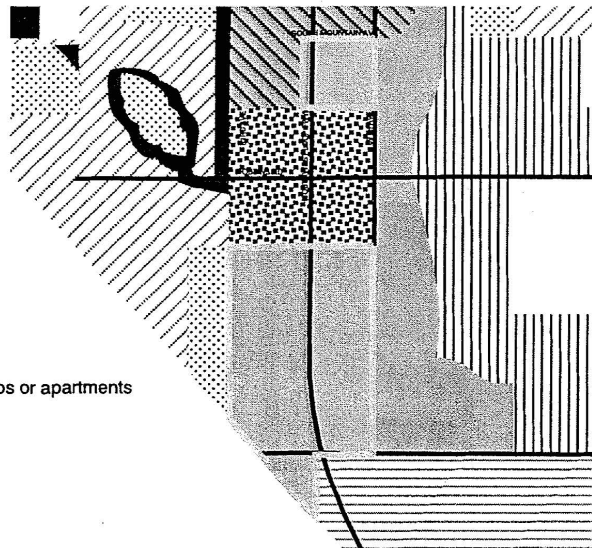
CITY OF PHOENIX • PLANNING DEPARTMENT • 200 W. WASHINGTON ST. • PHOENIX, AZ 85003 • (602) 262-6882

APPLICATION NO: GPA-LV-1-01-7	ACRES: 288.17 acres +/-
VILLAGE: Laveen	COUNCIL DISTRICT: 7
APPLICANT: Kevin McAndrews w / L.E.A.D.S.	

PROPOSED GENERAL PLAN:

Commerce Park (288.17 acres +/-)

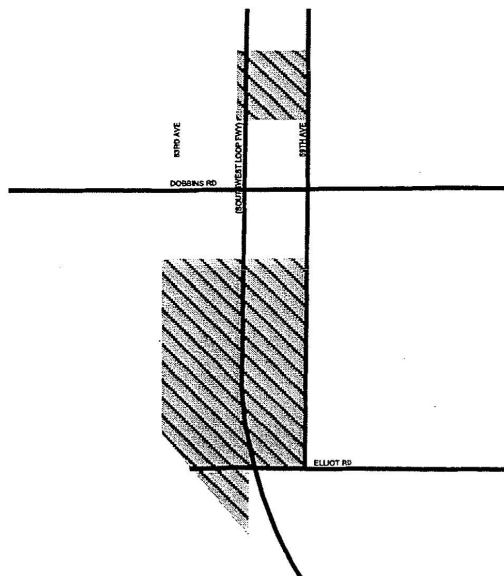
- Proposed Change
- Proposed General Plan
- 0-1 Du / Acre - Large Lot
- 1-2 Du / Acre - Large Lot
- 2-3.5 Du / Acre - Small Lot
- 3.5-5 Du / Acre - Small Lot
- 5-10 Du / Acre - Small Lot
- 10-15 Du / Acre - Higher density attached townhouses, condos or apartments
- Commercial
- Commerce/Business Park
- Parks / Open Space - Publicly owned
- Conservation Community (See Laveen Area Plan)
- Mixed Use Striped



REQUESTED CHANGE TO PROPOSED GENERAL PLAN:

Mixed Use - Commercial/Commerce Park (288.17 acres +/-)

Mixed Use - Commercial/Commerce Park



City of Phoenix

PLANNING DEPARTMENT

Date: September 10, 2001

Mary Vaparino
ADOT
206 S 17th Avenue
Phoenix, AZ 85007

Dear Ms. Mary Vaparino,

The Laveen Watercourse/Greenbelt Pedestrian Design Project concept plan is a working document developed to help guide the development of an amenity that reflects the agricultural heritage of Laveen. The Laveen Watercourse may eventually become a part of a regional greenbelt system connecting with the Laveen Area Conveyance Channel, the Laveen Town Center, and the Laveen Village Core. A copy of the Laveen Watercourse Concept Plan is enclosed with this letter. Please review the concept plan and provide feedback to me (602) 256-5657 or Jasmin Chitrakar (602) 534-6410 by September 21, 2001. The concept plan will be revised to reflect the suggestions provided by the stakeholders, city departments and the public.

The Laveen Watercourse/Greenbelt Pedestrian Design Project Concept Plan is part of the Maricopa Association of Government (MAG) Pedestrian Area Design Program. A consulting team worked closely with MAG and the City of Phoenix Planning Department during the planning process for the concept plan. The challenge for this project was to help plan for the rapid future growth in the Laveen, located in southwest Phoenix, while protecting community open space values.

The Planning Department staff held an open house on August 8, 2001 to involve the public in the planning process. The objective was to update the Laveen community on the status of the Laveen Watercourse Concept Plan and solicit public comments regarding the concept design prepared by the consultant. It was the first of several meetings to be conducted over the next few months to work through details for the location and design of the watercourse.

The next phase of the planning process is to solicit information from the stakeholders and city departments. A second public meeting will be held to update the public regarding the comments from the stakeholders and other city departments and to discuss potential alternatives. That meeting is scheduled for later this month. The concept plan will be revised and the final plan will be presented to the public and the village planing committee for further discussion and recommendation to the Planning Commission.

Sincerely Yours,

Rachael
Rachael Pitts
Laveen Village Planner



City of Phoenix

To: Interested Stakeholders in Phoenix Rio Salado/Tres Rios Projects **Date:** October 25, 2001

From: Karen Williams, City of Phoenix
Kayla Eckert, U.S. Army Corps of Engineers

Subject: SALT RIVER RESTORATION FROM 19TH AVENUE TO 83RD AVENUE (RIO SALADO OESTE)

The Phoenix Rio Salado is a partnership between the U.S. Army Corps of Engineers and the City of Phoenix to restore habitat to five miles of the Salt River from Interstate 10 to 19th Avenue. Design of this 580-acre environment restoration project is currently underway. The flood control elements of Rio Salado are under construction by the Flood Control District of Maricopa County.

The Rio Salado Oeste (Spanish for West) Feasibility Study is a planning effort to continue the habitat restoration efforts from 19th Avenue to 83rd Avenue in the Salt River. The project will connect with the Tres Rios environment restoration project west of 83rd Avenue. As an interested stakeholder in the Rio Salado and/or Tres Rios projects, we invite you to our first stakeholder Oeste Steering Committee meeting. We want your valuable input to guide the 4-year Oeste Study.

We recognize your time is limited and appreciate your consideration of our request. We really hope you will attend this 2-hour meeting. Thank you.

What: Rio Salado Oeste Study Steering Meeting

When: Wednesday, November 14, 2001
1:00 to 3:00 p.m.

Where: Flood Control District of Maricopa County
2801 West Durango

For more information, call Kayla at (602) 640-2003, ext. 247.

Did you know that there is the same amount of water on Earth today as there was when the Earth was formed three billion years ago? Only 200 years ago there were 4 million people in the United States, while today there are 250 million ... and the same amount of water! It isn't too hard to figure out that as the demands continue to grow, and the supply of water doesn't, everyone will hold a greater responsibility in conserving, protecting and getting involved in the decision making that involves our water resources.

Federal, state, tribal and local entities can experience great rewards by effectively managing wetlands, fish and wildlife resources, endangered species, water quality and cultural resources for which they are responsible. Often, reliably managing these resources can translate into improved local economic opportunities. The City of Phoenix and the Corps of Engineers are partnering to study how the Salt River from 19th Avenue to 83rd Avenue can be protected and restored in the future. As stakeholders to the river, this is where we need your help!

The following information was extracted from the Reconnaissance Study that was used as the basis for making the decision to proceed, into the feasibility phase of the study. It resulted in the finding that there is a Federal interest in continuing the study into the feasibility phase. We ask you to review the problems, opportunities, and objectives as identified below, and come prepared to discuss them as they relate to your interest in the river.

LOCATION OF STUDY

The study area is located along the Salt River, in Phoenix, Arizona, between 19th Avenue and 83rd Avenue. The study area is located in between the authorized Rio Salado Project area and the authorized Tres Rios Project area. The Oeste study area is approximately eight river miles in length. In comparison, the authorized Phoenix reach of the Rio Salado project is five miles long and the Tres Rios study area is about seven miles long.

The non-Federal sponsor for the feasibility phase of the study is the City of Phoenix. The study area includes portions of the City of Phoenix, Maricopa County, state and federal land.

PLAN FORMULATION

During a study, six planning steps that are set forth in the Water Resource Council’s Principles and Guidelines are repeated to focus the planning effort and eventually to select and recommend a plan for authorization. The six planning steps are: 1) specify problems and opportunities, 2) inventory and forecast conditions, 3) formulate alternative plans, 4) evaluate effects of alternative plans, 5) compare alternative plans, and 6) select recommended plan.

PROBLEMS AND OPPORTUNITIES

The evaluation of public concerns often reflects a range of needs, which are perceived by the public. This section describes these needs in the context of problems and opportunities that can be addressed through water and related land resource management. The problems and opportunities that have been identified within the study area are:

- Degraded river and adjacent over bank areas, due to upstream water resources development, has eliminated native riparian plant species and wildlife habitat. Perennial base flow conditions, critical to the needs of native plants, no longer exist in the river corridor through the study area.
- The average depth to groundwater beneath the river channel is much greater than historic conditions. Riparian vegetation that depends on groundwater has largely disappeared from the river channel.
- Lack of a natural flood regime. These changes in the river system have impacted the surface/groundwater interactions and sedimentation dynamics that are important for sustaining and regenerating riparian vegetation.
- Land use changes, including landfills and sand and gravel mining, have degraded and are contributing towards continued degradation of the river corridor.
- Unsuitable existing bank conditions exist at many locations. Surface dumping and manmade bank changes have resulted in a degraded and unsafe bank in many locations.
- There is an opportunity to take advantage of existing open water bodies, in the river and adjacent properties, as potential restoration sites.

- Utilize discharges from the 23rd Avenue Waste Water Treatment Plant to supplement surface water and groundwater sources of water for restoration and other needs.
- There is an opportunity to link other upstream and downstream projects to provide a continuous restoration and flood control corridor. These would include the authorized Rio Salado project and the authorized Tres Rios project.
- Utilize groundwater for restoration and other needs, as agricultural groundwater pumping phases out. This opportunity may be the greatest in the Laveen area.
- Flooding and drainage problems exist in the Salt River contributing drainages for the Laveen and Durango Area Drainage Master Plan areas.
- Contributing interior drainages lack current hydrology information at all discharge points into the Salt River. Adequate points of disposals do not exist at many interior drainage discharge locations.
- There is a flooding problem on the south side of the river, within the 100-year floodplain, between 67th Avenue and 75th Avenue.
- There are no formal existing recreation or environmental education opportunities associated with the existing river corridor. As agricultural land near the river is converted to residential, the need for recreation will increase. The 27th Avenue Solid Waste Recycling Facility (just north of the river) has an existing environmental education master plan. The facility provides tours for children and adults. The 23rd Avenue Waste Water Treatment Plant also does environmental education programming and touring for water treatment. These existing facilities provide an opportunity to link environmental education that could be developed for a restored river corridor.
- Existing cultural resources need protection from erosion and vandalism.
- The extent and significance of existing cultural resources is unknown.
- The biggest contributor to water in this stretch of the Salt River is the City of Phoenix 23rd Avenue Wastewater Treatment Plant. The plant produces a high quality A++ effluent, which meets the water quality standards for numerous uses including Partial Body Contact, Fish Consumption, Aquatic and Wildlife (effluent dependent), Agricultural Irrigation and Agricultural Livestock. In order to meet the City of Phoenix’s exchange agreement with the Roosevelt Irrigation District, the plant’s effluent also meets water quality standards for irrigation of crops eaten raw. Thus it meets very high microbiologic standards. Other discharges into the river both upstream and downstream of the plant will have a degrading effect on 23rd Avenue effluent. Storm water, industrial and agricultural discharges along

this stretch of the river impact the overall river water quality. Thus the water quality may degrade as it moves downstream.

PLANNING OBJECTIVES

These planning objectives reflect the problems and opportunities and represent desired positive changes in the without project conditions. The planning objectives are specified as follows:

- Increase native riparian plant and wildlife habitat values, diversity and functions from 19th Avenue to 83rd Avenue for a period of 50 years. Elements of diversity include establishing multiple native riparian plant species, providing sufficient open space for wildlife, and providing open water features for wildlife.
- Increase passive recreational and environmental education opportunities for visitors, which are linked to the restoration project in the study area, for a period of 50 years.
- Attract wetland and riparian avian species in the study area.
- Establish the presence of amphibian species, reptilian species, mammalian species, and avian species in the study area.
- Suppress undesirable and nonnative fish and wildlife species.
- Eliminate non-native, invasive plant species in the study area.
- Improve flood control along the Salt River between 67th and 75th Avenue.



City of Phoenix
OFFICE OF THE MAYOR

MAYOR SKIP RIMSZA

August 2002

Mr. Michael Goodman
9001 South 27th St.
Phoenix AZ 85040

Dear Michael:

If you could take just a few moments to give me some advice, I'd very much like to hear your thoughts regarding transportation.

Phoenix is now the 6th largest city in America. In Maricopa County, we already have 3 million people and are adding 5,000 more *every month*. In the next thirty years or so, we will have 6 million people in the county and Phoenix will become the *third* largest city in the nation.

Please take a careful look at the enclosed map. It shows where growth will occur in the next 25 years. If you live in the Desert Ridge area, you'll have 150,000 new neighbors. If you live in Laveen, you can expect 100,000 more people. The Baseline Corridor will see 40,000 new residents and the Central City core will grow by 125,000.

Those are big numbers.

But the map also provides concepts of proposed transportation improvements to help you maintain your quality of life while our population doubles. Freeway widening, new parkways, extended HOV lanes, traffic signal synchronization, expanded bus service (including bus rapid transit), more bus pullouts, and additional light rail extensions -- all these things can be considered and developed by the City of Phoenix to alleviate future congestion and gridlock.

Our freeway system is nearly completed -- yet is already nearing capacity. The new census shows that, despite our new freeways, all of us are spending more time in our cars, trucks and SUV's. Without a significant long-range commitment to transportation investments, average commute times during rush hour could more than double. Unless we make tomorrow's plans TODAY, we will fall so far behind we'll never catch up -- and our commute times will only get longer.

We need a thoughtful, 20-year transportation plan that will get the job done for us all. I have a few ideas, but I'm sure you have ideas of your own. And I'd like to hear them. So please take a few minutes to fill out the enclosed questionnaire and a mail it back to me in the Mayor's Office.

I appreciate your help.

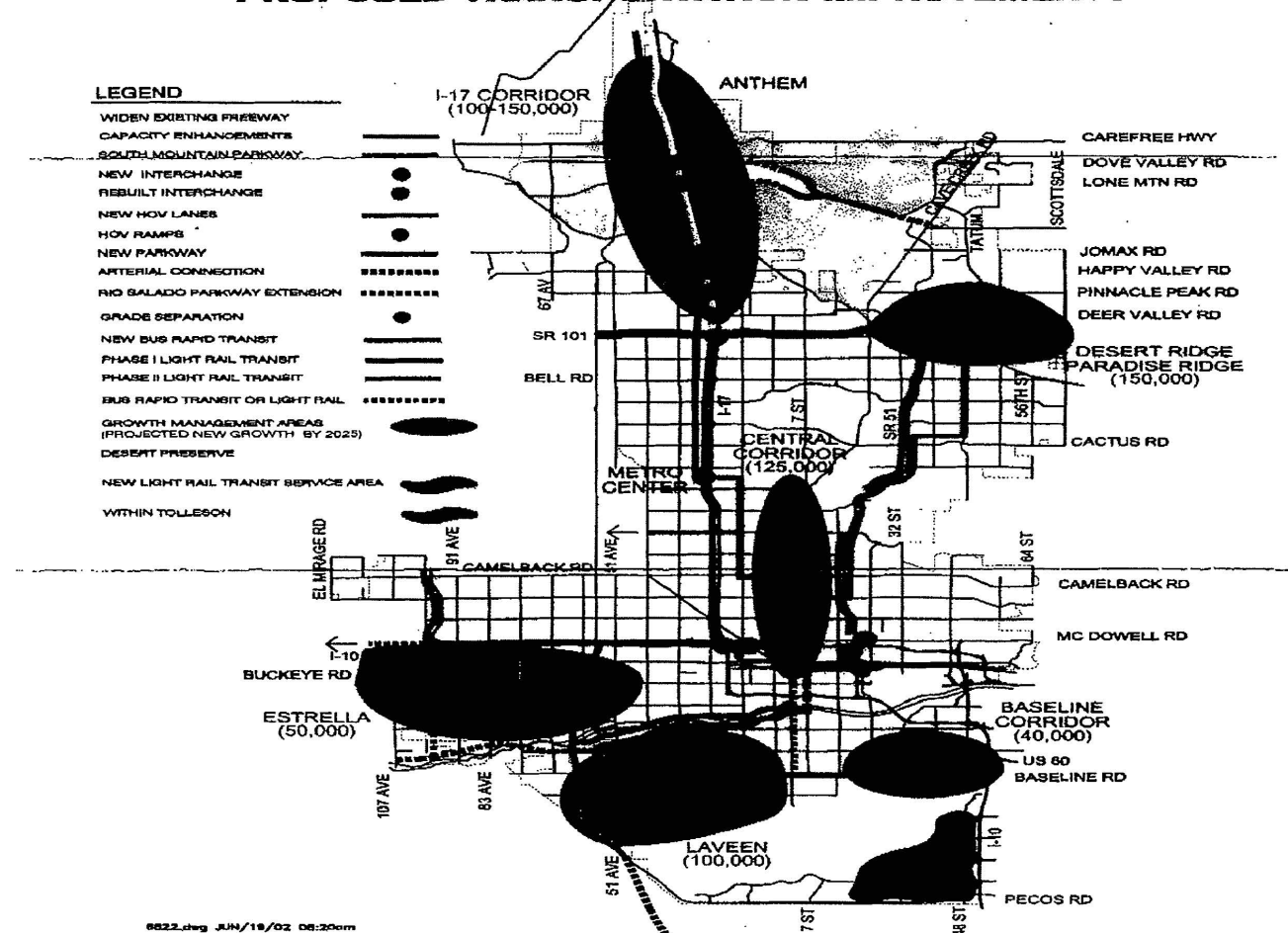
Sincerely,


Skip Rimsza
Mayor

200 WEST WASHINGTON STREET, 11TH FLOOR, PHOENIX, ARIZONA 85003-1611 PHONE 602-262-7111 FAX 602-495-5583

Recycled Paper

PROPOSED TRANSPORTATION IMPROVEMENTS



Dear Mayor Rimsza,

I agree that if we don't continue making improvements in our transportation system, 10 years from now congestion will be worse. YES NO

I would encourage you to support the following transportation improvements to help maintain and improve our quality of life: (Please check all that apply)

☐ Expanded Freeways ☐ Express HOV Lanes ☐ New Parkway Construction
☐ Expanded Public Transportation ☐ More Bus Pullouts ☐ Expanded Light Rail
☐ Other _____

Comments:

Name: _____

Address: _____

Email & Phone No. _____

Please affix a postage stamp. Thank You.



City of Phoenix

OFFICE OF THE MAYOR

MAYOR SKIP RIMSZA
ANDREA TEVLIN, CHIEF OF STAFF

November 2002

Winner of the
Carl Bertelsmann
Prize



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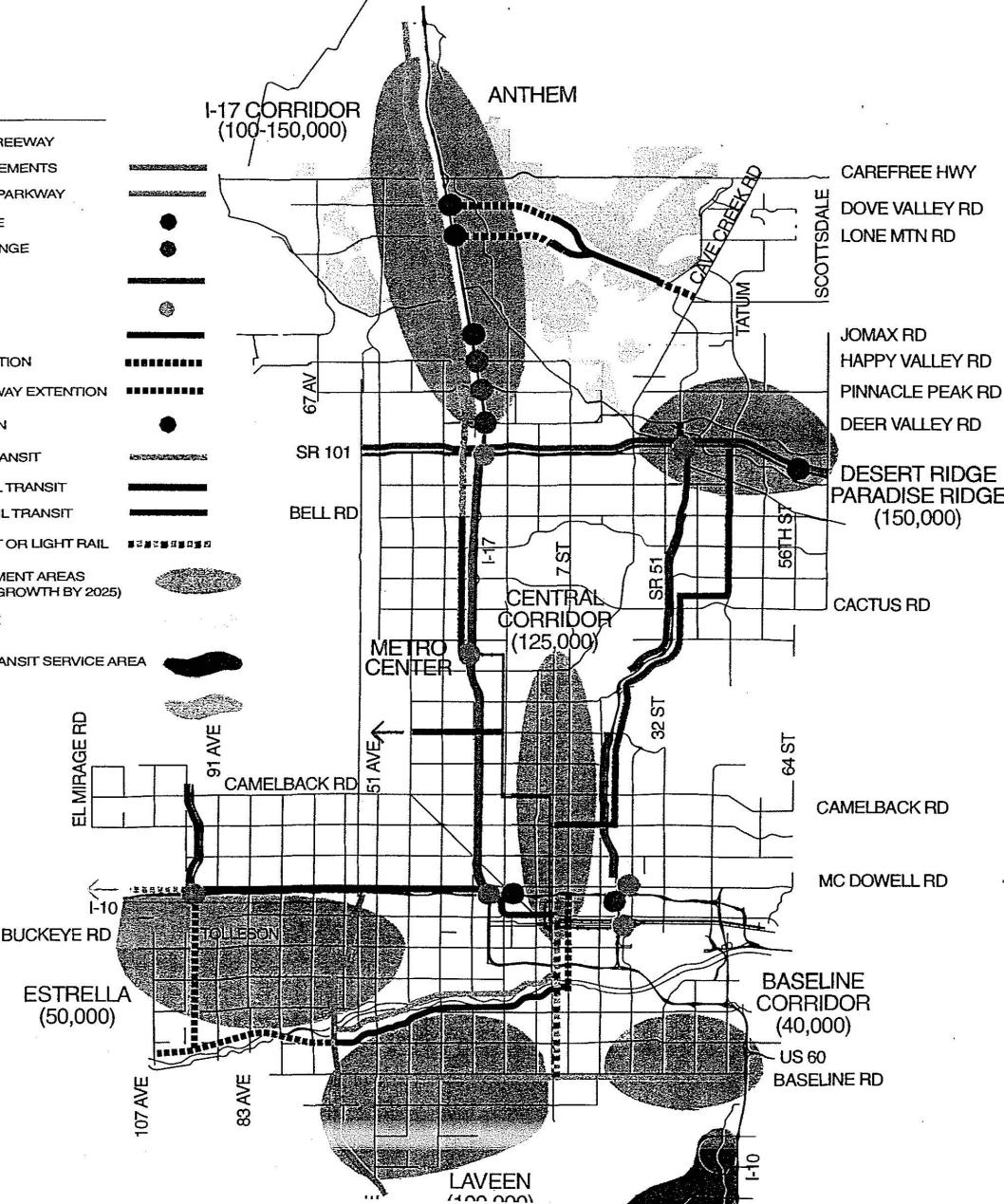
Sincerely,


Skip Rimsza
Mayor

PROPOSED TRANSPORTATION IMPROVEMENTS

LEGEND

- WIDEN EXISTING FREEWAY
- CAPACITY ENHANCEMENTS
- SOUTH MOUNTAIN PARKWAY
- NEW INTERCHANGE
- REBUILT INTERCHANGE
- NEW HOV LANES
- HOV RAMPS
- NEW PARKWAY
- ARTERIAL CONNECTION
- RIO SALADO PARKWAY EXTENSION
- GRADE SEPARATION
- NEW BUS RAPID TRANSIT
- PHASE 1 LIGHT RAIL TRANSIT
- PHASE 11 LIGHT RAIL TRANSIT
- BUS RAPID TRANSIT OR LIGHT RAIL
- GROWTH MANAGEMENT AREAS (PROJECTED NEW GROWTH BY 2025)
- DESERT PRESERVE
- NEW LIGHT RAIL TRANSIT SERVICE AREA
- WITHIN TOLLESON



City of Phoenix
HISTORIC PRESERVATION OFFICE

September 8, 2003

Robert E. Hollis
Division Administrator
U.S. Department of Transportation
FHWA – Arizona Division
400 E. Van Buren Street
Phoenix, AZ 85004

Re: HA-AZ, NR-202(ADY), 202L MA 054 H5764 01L, Loop 202, South Mountain, Initial Section 106 Consultation

Dear Mr. Hollis:

Your office recently forwarded a "Class I" report to my office regarding the proposed Loop 202 freeway corridor. The purpose of the report as explained in your letter is to identify "previously recorded cultural resources" to help with the process of identifying feasible project alternatives for the proposed freeway.

I have a number of concerns regarding this report. They are as follows:

+ It does not appear that this initial study attempted to identify non-archeological historic properties that have been previously identified through historic surveys or determined National Register eligible by the State Historic Preservation Office (SHPO). I am aware of at least several known National Register eligible historic properties located within the corridor area, including the Webster Farmstead at 75th Avenue and Baseline Road (previously determined National Register eligible by the SHPO), South Mountain Park (may or may not be partially in the boundaries of the corridor study), and potentially historic canals and canal laterals (need to confer with Bureau of Reclamation and Salt River Project).

+ A search of the National Register and Section 106 files of the Arizona State Historic Preservation Office and the survey files of the City Historic Preservation Office is needed to locate any historic non-archeological properties in the project corridor and "to identify previously recorded cultural resources" as stated in your letter. We highly recommend that the cultural resources "Class I Overview" be amended at this time to incorporate a records search of surveyed and designated historic buildings, structures, districts and objects.

+ My office also recommends that all further cultural resources identification efforts for this project include a qualified architectural historian on the identification team. This is needed given the high potential to locate other historic non-archeological properties within the project's area of potential effects.

If I can provide additional information, please feel free to contact me at (602) 262-7468.

Sincerely,

Barbara Stocklin, City Historic Preservation Officer

cc: Kae Neustadt, Arizona Department of Transportation
Jim Garrison, State Historic Preservation Office

200 West Washington Street, 17th Floor • Phoenix, Arizona 85003 • 602-261-8699 FAX: 602-534-4571

Recycled Paper



October 9, 2003

Amelia S. Edwards, PE
Project Manager
South Mountain Corridor Team
HDR, Inc.
3200 E. Camelback Rd., Suite 350
Phoenix, AZ 85018-2311

Dear Ms. Edwards:

As the City of Phoenix Public Transit Department looks to expand service to the southwestern portion of the city, we will be attempting to secure property for a passenger facility along the future South Mountain Corridor with convenient freeway access. My staff has attended project meetings and is fully aware of the ongoing study and stakeholder involvement to determine a final alternative.

The Public Transit Department would like to work with ADOT in securing land and integrating a future facility in the Design Concept Report (DCR) and the Environmental Impact Statement (EIS) for this corridor. The City of Phoenix Public Transit Department looks forward to continuing its relationship with ADOT and improving mobility in the Valley. If you have any questions please contact Mark Melnychenko, Principal Planner, at (602) 262-7240 or me at (602) 262-7584. Thank you for your assistance.

Sincerely,

A handwritten signature in dark ink, appearing to read "Reed Caldwell".

Reed Caldwell, PE
Deputy Director

c: Bill Vachon
Ray Dovalina
Mark Melnychenko



Public Transit: It's How You Get There

302 North First Avenue, Suite 700, Phoenix, Arizona 85003 602-262-7242 FAX: 602-495-2002

Recycled Paper

This letter was also sent to Mr. Floyd Roehrich, Jr., PE, Project Manager, South Mountain Corridor Study, Arizona Department of Transportation

RESOLUTION NO. 20029

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PHOENIX REAFFIRMING THE 61ST AVENUE ALIGNMENT OF A PORTION OF THE SOUTH MOUNTAIN FREEWAY (STATE ROUTE LOOP 202), BETWEEN INTERSTATE 10 WEST AND 51ST AVENUE.

WHEREAS, the Phoenix City Council recommended the alignment of the South Mountain Freeway (State Route Loop 202) in early 1985, which included the 61st Avenue alignment; and

WHEREAS, the alignment recommended by the City Council was approved by the Maricopa Association of Governments as part of the Long-Range Transportation Plan in July, 1985; and

WHEREAS, voters of Maricopa County approved a sales tax in October 1985 to fund new freeways in Maricopa County, including the South Mountain Freeway; and

WHEREAS, the information supplied to voters prior to the election showed the South Mountain Freeway on the 61st Avenue alignment; and

WHEREAS, subsequent adoptions of the Long-Range Transportation Plan since 1985 have continued to show the 61st Avenue alignment for the north/south portion of this freeway; and

WHEREAS, the adopted Phoenix General Plan has consistently shown the 61st Avenue alignment for this freeway; and

WHEREAS, the land uses shown on the Phoenix General Plan are entirely consistent with, and dependent upon, the 61st Avenue alignment; and

WHEREAS, the City has approved numerous development plans since 1986 along and adjacent to the 61st Avenue alignment; and

WHEREAS, the current study of this freeway includes the 61st Avenue alignment as one alternative; and

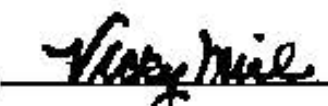
WHEREAS, the Phoenix City Council deems the 61st Avenue alignment to provide the best traffic service to the citizens of Phoenix and the region, of the alternatives now under study; now, therefore,

BE IT RESOLVED BY THE COUNCIL OF THE CITY OF PHOENIX that the Phoenix City Council reaffirms its support of the 61st Avenue alignment, between Interstate 10 West and 61st Avenue south of Elliot Road, as the most effective and efficient route for the South Mountain Freeway to this region.

PASSED by the Council of the City of Phoenix this 17th day of December, 2003.


MAYOR

ATTEST:

 City Clerk

APPROVED AS TO FORM:

 ACTING
City Attorney

REVIEWED BY:

 City Manager

DUBIE SERVICES 10/24/01

NOV 17 11 29 AM '03

CITY CLERK DEPT



OFFICE OF THE CITY MANAGER

October 28, 2003

HDR

REC.: OCT 31 2003

PROJ.: _____
FILE: _____
DIST.: _____

South Mountain Corridor Team
Arizona Department of Transportation (ADOT)
c/o Ms. Amy Edwards, Assistant Project Manager
HDR, Inc.
3200 E. Camelback Rd. Ste. 350
Phoenix, AZ 85018-2311

Dear Ms. Edwards:

This letter is to provide input on the 5 alternative South Mountain Corridor freeway alignments presented by ADOT staff at an October 2, 2003 public meeting.

The City of Phoenix strongly opposes Alternative 2, which proposes connecting with the I-10/Loop 101 interchange at 99th Avenue and running south through an area between 95th and 99th Avenues and Lower Buckeye Road. In November 2002, the Public Works Department purchased 183 acres of land north of Lower Buckeye Road and east of 99th Avenue to construct a 100-acre district park, police precinct station, fire station, community branch library, maintenance service center, and a decentralized citizen service center (site map enclosed).

The police and fire facilities are very critical to future public safety service delivery and maintenance of adequate response times to police and fire emergencies in this rapidly growing area of Phoenix. The district park and branch library will be needed to serve the surrounding community with recreational and educational opportunities. The citizen service center will allow local Phoenix residents to conduct City business in the area instead of downtown Phoenix, and the maintenance service center will allow Public Works to efficiently serve the City's southwest area field operations needs.

The City of Phoenix strongly supports Alternative 1, which connects with I-10 near 55th Avenue, as the best option for the planned South Mountain freeway. The 55th Avenue route alignment has been on the City's General Plan Map since the last ADOT freeway study in 1988 and has been a basis for our ongoing planning efforts and development in the Estrella and Laveen Village planning areas. The Alternative 1 alignment has been recognized as an opportunity to improve the City's traffic circulation at a time of unequalled growth, providing access to